NEW-YORK TRIBUNE.

PHILADELPHIA.

Correspondence of The Tribune.

Canal, 21.

Second Board — 6 Penna RR, 43\(\frac{1}{2}\); \$1,875 Lehigh Nav 5s.

\$2\(\frac{1}{2}\); \$5,600 Rend RR, 6s. 70. 80\(\frac{1}{2}\); \$2,100 State 5s. 9\(\frac{1}{2}\);

\$5,500 do. 95; \$3,600 Sen Nav 6s. 6s. 50\(\frac{1}{2}\); \$15,000 do. 51;

100 Vickaburg RR, 18\(\frac{1}{2}\); 10 Penna RR, 43\(\frac{1}{2}\); 30 Morris

Canal, 20\(\frac{1}{2}\); 500 Rend RR Mortis, (cryder.) 85; \$7,600 City

6s. 104; 200 Rend RR, 32; 26 Union Canal, 15\(\frac{1}{2}\).

COMMERCIAL AND MONEY MATTERS.

Sales at the Si	tock ExchangeFeb. 18.
	1074 1500 Morris 201
3.500 do. '67	
2,000 Obio! 78,	
2.500 Ind State 58	. 83 100 do 25
500 City 5s, '60	
	107 400 do 25
1,000 Penn 58	. 95 200 do
4,000 Erie 7s, '59	
700 Long Island Bd	. 71 1100 do
450 N J Min & Eng Co	. 131 50 do
90 Mech Bank	123 1 30 40
5 Bank America	1124 10 GO
6 Del and Hud	134 50 do 845 845
20 National Bank	112 1400 Huriem Bilessesses
25 Bowery Bank	THE PERSON CONTRACTOR FOR
15 Seventh Ward Bk.	107 1100 do
5 Bank Cow, full	. 100 50 Stonington R.B
An Edgeworth	1041 50 00
300 do	30 11 200 Nor & Wor
125 do	11 300 do 67
50 Canton	. 68 300 Reading 530 64
50 do	est 100 do
100 Farmers'	30 67 300 do 633
400 do	67 100 do
300 do	
100 do	80 00\$1
	RCOND BOARD.
\$10.000 Incomes	30 941 250 Erie RR 84

200 do ... 654 300 do ... 510 67 100 do ... 654 300 do ... 510 67 200 do ... 510 67 20 do ... 510 70 300 do ... 510 67 20 do ... 510 70 300 do ... 510 70 300 do ... 510 70 300 do ... 510 70 42 do ... 510 43 do ... 510 43 do ... 510 60 43 50 do ... 510 60 43 50 Roch & Syr ... 560 111 100 do ... 664 50 Roch & Syr ... 560 111 The Stock market opened well this morning, but fell off at the close, and after the Board there was a decline of 1 to 1 P cent. on most of the Fancies. At the Second Board, however, there was a better feeling and a reaction in prices which carried them back generally to the morning quotations. The demand was active and sellers firm

Brie closed at 847, the price of yesterday. We publish below the report of this Company in full, which will be given to the public to morrow. It will be read with interest and satisfaction by all our readers who feel a just pride in the prosperity and improvement of the City. It announces the near approach of the time for completing this gigantic work, which is to connect us directly with the Great West and open to us the trade of the, Mississippi Valley by a continuous line of Rais-For the Stockholders it contains matter of great interest, as promising them a rich return for their investment. We commend it to the perasal of all. Harlem went to 71 but closed at 70%. Norwich was in good inquiry and closed at yesterday's price, 662. The market was buoyant for Long Island which went to 25%. Farmers' was 667; Morris, 201 and quiet; Reading opened at 63} and closed at 634. For Mohawk there was a 634 and closed at 634. For Monawk there was a good inquiry, and 924 was bid after the First Board. Madison was firm at 99 and the Stock pressing on the market has been mostly taken up. Hudson River improved to 82. A sale of Rochester and Syracuse was made at 114, buyer sixty.—Stonington sold at 43, buyer thirty. Edgeworth was firm and 114 was bid after the Board without sellers. New-Jersey Exploring and Mining Companyed 1 & cent. with considerable sales. improved 1 & cent. with considerable sales.— Canton opened at 68 and closed at 661. The market for Government and State Stocks was firm There is a fair inquiry for Railroad Bonds at full

The market is firm for Exchange, but there is not much doing.

Freights are also firm. We notice engagements of Cotton at 5 32d; Flour, 9d; 5,000 bush. Corn, 31d; Bacon, &c. 12s 6d. To London, Lard at 20s; Bacon, &c. 25s, and Cheese 30s. To Havre, the packet is nearly full at ic for Cotton, 86 for Ashes, and \$7 for Bark. To California the market is quiet at 50 @75-the latter for clippers.

The receipts at the Sub-Treasury were \$150,150; Payments, \$32,199. Balance, \$2,668,. 207. The two millions has all been disbursed on Mint Certificates.

The amount of Gold received by the Crescent City was small, as the dust had not arrived at Chagres when she sailed. The Cherokee was waiting for it. The Carolina and the Columbus are stated in the San Francisco papers as having \$1,300,000 on board, exclusive of the amount in the hands of passengers, and the New-Orleans was reported to have \$500,000 more. Dust was coming in more freely at San Francisco.

The subscriptions to the Bank of the Metropolis reach about \$900,000 to day. The sub-

scription, it is expected, will be completed to

REPORT.

Company:

The Board of Directors have the satisfaction of announcing to the Stockholders the result of their operations during

The Board of Directors have the satisfaction of announcing to the Stockholders the result of their operations during the past year.

At the date of the last address the road was completed to Corning, 777 miles from Piermont, leaving 175 miles to be constructed to reach Lake Eric, upon the roate their surveyed, or 169 miles by the roate since adopted, reference to which will hereafter be made.

To provide the means for completing this remaining portion of the road, the Directors issued \$3,500,000 income Bonds, as proposed in their last address.

In addition to the line then completed, the section between Corning and Hornelsystile, 4 miles, was opened in September last, and this week another link of 51 miles has been added, exterching from Hornelsystile to Gu as making in all 769 miles exclusive of the Newburgh Branch, and leaving but 77 miles to finish to reach Lake Eric. Upon 57 miles of this track is laid in detailed parts, so that only forty miles remain unmissived, the rails for which are mostly on the ground, ready to be laid on the opening of spring.

The completion of the New-York and Eric Baircoad to Dunkirk, within the time prescribed by law, is now no longer a problem. It will be opened grobably on the Iris, certainly by the 18th May next.

This road, like other Lindred works of the present day, has cost more than was originally estimated, but not more than others of less importance and value, as will fully appear by reference to their official reports.

The cost upon the Western Division, has been augmented largely, it not mainly, by adopting a new line, other than that upon which the estimate of last year was made; by which a grade of 80 feet to the mile continuously, for 14 miles, has been reduced to 8, and the distance showened as miles. The last been reduced to 8, and the fist miles, and will save the Company annually, in working the road, the interest upon four times its extra cost. Other important changes have been made in the line of the road, by which many miles of a con-innous grade of 80 fee

for the sole use of the Company, a continuous telegraph line from this City to Hornellsville, and will extend it through to the Lake, aimulianeously with the opening of the Road to that point.

The building of 169 miles of Railroad so expensive and difficult in its character, within one year, is a great achievment even at the present day, and it is regarded with exhibition and pride by the Board. Although this is the crowding effort of their labors, it has been more speedily accomplished than other portions less prominent.

As a whole, the work has been formidable, and at times almost overwhelming, and while the Board cannot overlook the obstacles which its enemies have thrown, and are still placing, in the way of its success, they turn with satisfaction to the remembrance of the numerous friends who have given them aid and encouragement in times of great doubt and embarrasement.

In spite of difficulties, perhaps unequaled, the largest and most important private enterprise in America, if not in the world) is nearly completed, and within ninety days from this time, the Board promise themselves the satisfaction of a trip of inspection over the New-York and Eric Railroad, from the Hudson River to Lake Eric.

The whole cost of the Road, with ample depot grounds and buildings, and equipments for operating the Road, together with the Newburgh Branch, and valuable and extensive grounds and docks at Bunkirk. Newburgh, Piermot, and New-York, with extensive machine shops, barres, steamboats, &c. will be, at the time of reaching the Lake, about \$20,000 per mile.

The whole cost of Railroads in New England is about \$50,000 per mile.

The financial condition of the Company is as follows, viz:—

The proper pole.

The financial condition of the Company is as follows, viz:—

The proper pole.

Total amount of Funded Debt.....\$11,000,000

...... And the entire debt of the Company will be...\$14,288,445
To fund the floating debt of the Company, to provide the necessary machinery and cars for working the road, (the remaining unisated capital stock of the Company, \$4,710,000, not being available for that purpose,) the Directors will issue Bonds, transferable on the books of the Company, \$4,710,000, not being available for that purpose,) the Directors will issue Bonds, transferable on the books of the Company, for \$3,500,000, bearing interest at the rate of 7 per cent. per annua, psyable semi-annually, with interest warrants attached; the principal redeemable tweaty years after date, and convertible into the stock of the Company at the option of the holder. Authority for which is given in the 10-h division of the 25th section of "An act to authorize the formation of Raliroad Companies, and to regulate the same," praced April 2d, 1850.

Confident of the perfect security of these Bonds, (the property of the Company being worth at least fifty per cent more than the amount of the entire indebtedness, a statement of which is given below.) the Directors offer them to capitalists with the full assurance that they will command a ready sale.

Amount of capital stock issued 5,790,000
To which add for contingencies 21e,000

Making \$20,500,000
the amount expended and to be expended in opening the road to Lake Eric. At least \$2,500,000 of which is chargeable to equipment account

maning the amount expended and to be expended in opening the road to Lake Eric. At least \$2,500,000 of which is chargeable to equipment account.

The road, 446 miles, and the Newburgh Branch, 10 miles, in all 465 miles in length, is constructed in the most substantial manner. The bridge abutments are of solid cement manonry, and the arched bridges, some of them gleantic in size, are models for strength and durability. Within the last year, parts of the road on the eastern division, have been re-built, bridges supported on wood have been removed and re-placed by others upon durable stone abutments. As a whole, the road is inferior to none in the permanency of its construction, in its capacity for doing business; and in susceptibility to economy in working.

It is a source of satisfaction to the Directors that they have generally, in advance, accurately named the time of opening the road from point to point as each new link has been finished, and it is not the less satisfactory to them that their estimates of the earnings of the road have also been realized.

The estimates for the present and following years are made with the same confident expectation that they will be fully realized, and that the Company, from its annual not earnings, hereafter will make semi-annual dividends to the Stockholders, and have a surplus for other purposes.

The earnings of the year leafs were.

Set 9,777

1850 were.

A comparison of the earnings of the Road for the lisat two years, per mile, for each mile in use, taken in connection with the prospective extension of the Road to Lake Erie, and the consequent increase of business asturally to be expected from so important an opening, will be the basis of the present estimate.

During each of the years leaf of 1849 and 1850, newly finished sections of the Road to Capacity. In 1849, that portion between Binghamton and Ovrego. 22 miles, was added in the month of June, and that part between Owego and Elmira, 36 miles, late in October;

the increase country
connection.

connection.

deferson and

and estimated contributions from Lig-get's Gap Railroad, Jefferson and Canamadajua Railroad, Dunkirk and Siate Line Railroad, and the North-East Railroad, the two last connect-ing Dunkirk with Erie, Pa, all of which are under contract and proba-bly will be finished in August next, say 10 per cent upon the earnings for the last four menths, the earnings in September, October, November and December being much larger than the the average of other months of the year.

\$1,385,667 From which deduct the interest chargeable in the year | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851; | 1851

\$598,167 Deduct, say, six per cent interest for the whole year upon the amount of Stock issued...... Leaving a surplus of \$250,767 to be applied to other purposes.

Agreeable to the foregoing estimate of the earnings for the last eight months, of 1851, \$2,165,333, the earnings for the twelve months after the opening to Lake Erie will \$3,245,399 Add 15 per cent. as the natural increase of 1852 over 1851.....

Running expectes.
Interest on Debt.

Surplus.
System : \$335,000

1 Equal to 17 per cent upon Capital issued.
In making the foregoing estimates the cost of cunning the road is put down affifty per cent on the receipts. The expenses of 1850 were, upon the road forty-eight per cent, and fifty there per cent upon the road and ferry combined.
But it is confidently believed by the Board, that the expenses of operating the road affire the extension to Lake Erie may, and probably will be, reduced much below the per centinge of last year.

The labors of the Board in constructing the road will soon terminate, and their stiendon will then be more exclusively directed to its economical management. As a first step to which, and in compliance with the public convenience, both of which demanded a change in the former ferry arrangements, the Directors have completed an agreement with the Union Railroad Company of Rockland County, (a Company organized under the general railroad law of this State,) by which passengers are brought to the Company's Pier, as the foot of Duane-as in this City. This will make a targe annual saving, and passengers will reach the City anhour and a half sooner than by the way of Piermont. A way passenger train will, however, be run to Piermont, and the milk and freight business will be continued there as formerly.

That these estimates may not appear extravagant, the Directors call the gatention of the Stockholders to the following importment trinutaries to the road, their length and connection, some of which now are, and most of the

poid by him. Exceeding by 8 per cent, the estimated earnings, as per last ir's address.

ar's address.

In forming estimates of the receipts of the road after its complete in May next the Directors can discover no method by which they ill not be likely to exceed the foregoing figure.

The receipts of the road for the part year, in operation to Corning, 51,000,000 The receipts of the road for the part year, in operation were say.

Has reasonable to suppose that an addition of all per cent may reasonably be calculated upon the 2d year.

Take now the line from Corming to Dunkrik leis miles, in tersecter, as it will be curing the year, by the several new roads, and suppose the way business on the line to 1800 000.

others will be, in operation during this and the coming year.

1st. The Newburgh Branch. 19 miles long, commencing at Chester and terminating at Newburgh. A valuable outlet for many kinds of freight. Nearly 2,000, 60 feet of lumber, trought over the road, have been deposited there during the past month. Newburgh will, at no distant day, become one of the most important, if not the largest mart for lumber in this State. This branch is the property of the Company, and, taken is connection with the Midiand Railroad to Boaton, through Flatkill, Hartford and Providence, will be a most valuable part of the New-York and Eric Railroad.

Eric Railroad.

2d The Ligget's Gap Railroad, extending 48 miles from 2d The Ligget's Gap Railroad, extending 48 miles from Great Bend, on the Susquelania River, to the Luckawana Coal Fields. Iron Works, &c. at Scranton, and to be extended to Wilksharre and the Wyouning Valley. The great value of this road to the Eric Railroad, when it shall be completed in August reax, will far exceed any present reasonable calculation.

3d. The Syracuse and Binghampton Railroad, to connect these two important places, eighty miles distant from each other. This road is projected and the surveys are being made.

3d. The Syracuse and the second miles distant from each these iwn important places, eighty miles distant from each other. This road is projected and the surveys are being made.

4th. The Cayuga and Susquehanna Railroad, 3t miles, connected by steamboats from thaca, upon Cayuga Lake, the Central Railroad with the New-York and Eric Railroad.

connected by sisambonts from linea, upon Cayura Lake, the Central Rairoad with the New-York and Eric Railroad of Owego.

5th The Chemung Railroad, running to Jefferson, 17 miles, and with steamboats on Seneca Lake, connecting Geneva, Rochester, and Buffalo, and the Central Railroad, with the Eric Railroad.

6th The Jefferson and Caoandaigua Railroad, 45 miles iong, passing through thriving villages to Canandaigua. It will be completed in July next. This will make a continuous line of 62 miles from the Eric road to Canandaigua. The The Williamsport and Elmira Railroad, 60 miles of the Williamsport and Elmira Railroad, 60 miles long. A part of this road is graded, and the whole is under contract. I trans from Elmira to Williamsport, Pa Bth. The Corning and Blossburgh Railroad, extends will be the bituminous coal mines of Pennsylvania, and connects the towns from which it derives its name. Heavy Trails are soon to be substituted for the present fatrails. 9th The Buffalo and Conhecton Valley Railroad, from Corning, 133 miles to Buffalo, (52 miles will be completed in November next.) It will pass through Bath, Bataria, and other important towns, and by a branch to Niagara Falls, and thence by a railroad now being constructed through Canada West, connecting with the Michigan Central Railroad at Detroit. The distance from Buffalo to New-York by this road passes through a rich section of country to Attica, and thence direct to Buffalo. It will be indished in May, 1832. The distance from Buffalo to New-York by this road passes through a rich section of country to Attica, and thence direct to Buffalo. It will be indished in August next.

12th The Dornal Railroad, connect Dunkirk with Eric, Pennsylvania.

Railroads from Eric west are in the course of construction and will within one year, extend to Cleveland, from Long and will within one year, extend to Cleveland, from

antage.

By order of the Board of Directors.

NATHANIEL MARSH, Secretars.

Office New-York and Eric Railroad Co.,

New-York, February 15, 1851.

| RECEIPTS FOR IS49 | S52,546 63 | S52,546 | S52,546 63 | S52,546 |

| RECEIPTS FOR 1850. | \$104,053 22 | February | \$112,955 25 July | \$104,053 22 | February | 122,276 91 August | 123,206 12 | March | 130,578 68 | September | 150,077 57 | April | 144 884 89 October | 160,579 91 | May | 148 226 55 | November | 150,147 92 | June | 120,324 42 | December | 149,385 85 |

ASHES—The market is steady and more active; sales of 200 bbls domestic at 5.50-25.56 for Pots, and 5.62‡ for Pearls. Also 60 bbls Canadian Pearls at 5.75.
COTTON—Continues unsettled; 600 bales have changed bards at the decline of &c we noticed vesterday. Holders hands at the decline of ic we noticed yesterday have not pressed the market to day, which has o downward tendency. The following are the qu

Southern Yellow, and 67c for while Jersey and Long Island.
PROVISIONS—Our market for Pork is a shade firmer, but not scrive. The advices from St. Louis of large sales of New Mess at \$12 bave influenced the market favorably; sales of 500 bbls at 12 50 for old Mess, and 9 50 for old Prime; new Mess is steady at 13 50, and Prime at \$11. Beef is firm but quiet at \$600 to 75 for Mess, and \$50 \$5 for Prime. Beef Hams and Prime Mess are dull at former prices. Cut Mests are not plenty, and are firm; sales of 35 hids plain Hams at \$60. Lard is not pleuty, and is firm; sales of 250 bbls at \$200 to prime old and new, and \$200 to Grease. Butter is steady and in fair demand. Cheese is saleable at \$600 for.

at e37c.

WHISKY—The market is quiet; small sales of Prison blus at 2525jc, and Drudge at 2sc, time.

HIDES—Are not so firm; 3,800 booked Porto Cabello (17 B weight) sold at 11jc, less4 per cent; 115 Dry Marachio at 1sc, 1,480 Grande, (32 B) 12jc; 302 Texas, 10jc, less 4 per cent; 405 Rio Grande, (32 B) 12jc; 302 Texas, 10jc, less 4 per cent; 500 Carlasgenas on private terms. The stock is 10w 35,500.

LEATHER—Is active, to supply Eastern orders, for which the receipts continue inancequate. Light weights

which the receipts continue inadequate. Light weights Hemiock are scarce, as well as Oak tanned. Prices are very firm and stock very light.

FISH—Are very firm, with but little arriving: 1,200 quintage. Codfish, comprising one cargo, sold at 2.75c, and 500 bits Massachusetts Mackerel at 5,00°10 25 for No. 1; \$9.29 25 for No. 2; \$15.76 25 for No. 5. Box Herring are quiet at 55c for Scaled and 30c for No. 1.

bbls Massachusetts Mackerel at \$10000 25 for No. 1; \$305 51 56 for No. 2; \$1566 55 for No. 3. Box Herring are quiet at 85c for Scaled, and 80c for No. 1.

WGOL-1s in request; 10,000 fb line Fieece sold at 55c, and 8,000 do inb-washed at 406 3241c.

OLLS—Are quiet; a few gallons English sold on the spot at 85306c, and to strive, at 85c. American, in casks and bbls, sells at 89c from store. Whale is firm, and within a week some 6,000 or 7,806 bbls, have been sold here and at the East, clearing the market at New-Bedford. To-day 1,000 bbls sold here at 45c for shipment, and 443045c for naminate turing.

nanufacturing.
RICE—is quiet; 150 tierces are reported sold at 3 124

GOCOA-Is dull; a sale of 100 bags Careces was made I.E.A.D.—is firm: 20,000 pigs Galens sold at \$5, 4 months TALLOW-The demand is fair; sales of 15,000 m prime at 7jc. cash. HOPS—There is less firmness in the market; sales of 10 bales prime Western at 35c, cash.

New-York Cattle Market FEB. 18.

New-York Cuttle Market...FER 18.

Reported for The Tribune.

[At the Washington Drove Yard, Fourth-avenue and Fority fourth-at and at the Hudson River Bull's Head, foot
of Robinson-at, for Beeves. For Cows, Caives, Sheep
and Larree, at Browning's, Sixth at near Third avenue;
and at Chamberiains, foot of Robinson-at,
or of Robinson-a

in's. BERVES-There has been a fair demand during the week. at prices which show an advance upon the highest quota-tions of last week. Sales of good retailing qualities at from 6 to 134c. A lot of 40 head were taken for the Ber-nuda market. About 100 head left over. Cows and Calves—At Browning's, prices ranged at

from \$24 to \$30/2042 50. All seld. At Chambertain's, from \$25 to \$30/2045. All sold.

SHEEP AND LAMB—At Brownings, prices ranged at from 225/23 75 to 5 50. Left over 400. At Chambertain's, 2.56/23 50/2005, as in quality. Left over 200.

BY TELEGRAPH.

Commercial Intelligence. There is only a moderate business doing to day in produce generally. The inquiry for Grank is very limited and the market roles heavy, with a declining tendency. Sales prime to choice Whear at 73@77c. In Floura there is not much movement and prices favor the purchaser. We quote the market depressed at 3 50 for Gunnry and Gliy No. 2. There is an easier feeling in the market for Oars and the demand is light at 49@ble. Consis in limited request and

The quotations of Grain in store here are estimated as follows: Whear, 200,000 bush; Corn, 90,000 bush; Osis, 70,000 bush; Flork, 25,000 bush. Markets.... CINCINNATI, Feb. 18.

MESS PORK has advanced; the sales reach 600 bbls at \$12. Freights to New Orleans are Froun 60c, Posk toc. ___ MARRIED
On Sunday, Feb. 16, by Rev. Charles P. E. Stohlmann, in St. Me.
thews. German Lutheran Church in Walkerest, Mr. JOHN F. VAN
EDEN HOLLERWAS to Mrs. EMILY PAULINE SCHUMANN,

both of the city of New York

2.F Philadephia, Batavia and New Orleans papers please copy.

By Rev Mr. Sellerk, at Greenwich, JOHN MERRIT to LUCINDA

SELLERK.

DIED.

On Saturday, Feb 15, of consumption, ANNA SMITH, daughter of Jumes Smith of Greenwich, Conn.
Her friends, and those of the brother-ind. w. Dr. Samuel L. Gris wold, are invited to attend her funeral in Wednesday Feb 19, at 14%, o'chock, from 38 Folirih at corner of Mercer at without further invitation. Her remains will be taken to Greenwood.
Suddenly, on Tuesday, Feb. 18. of inflammatory croup, JULIA E. HAKTMAN, aged 3 years, third daughter of the late Capt. Woodhill, and Mat loss. Hartman.
The inflative and friends of the family are respectfully invited to attend the funeral on Wednesday the 19th hast, at 3 o'clock, F.M., from 187 High at Brooklyn.

tend the funeral on Wednesday in a sound in the funeral on Medical Brooklyn.

167 High at Brooklyn.

167 High at Brooklyn.

167 High at Brooklyn.

Francis M. Strate, aged 2 years, 5 months and 25 days.

Passengers Arrived.

In steamship Slabana, from Sanannah-S W Woodraf, M H Dessau, C A Primie, J J Nore on, Thomas J Bloom, H J Tome, J Ronfos, John Andrey J R Shari, Thos W King, Thomas H Norman, 5 Mayer T D Stiffman, W B Hermin, J P Hornban, E S Langelan, Letran E Byck, Win A Tongs, P V Newcombs, O A Westman, and lavy, J So D Martin, Major S Hoy, S P Doble, M Francegast, Mao E White, Mas Ann White, Jas White, H N D King, Mrs Laise on and chid. E Graves, Capt Plummer, and H alverage.

In ship Mrs. Greenman, from Literpool—Rev Mr Wilson, of England, Mr Albe and Lady
In schooner Charles Coigate, from Rapped Island—Mr Hall, Moss Parks.

In ship Cornella, from Literpool—Dr Parks, Mrs Franch, Dr Class Mr spin—48 in steamse.

In steamship Falcon, at New Orleans Peb 7, from Chearest—Dr Screetin C W Henry, David Dickserson, S Deckerson, Jas Danatson, G W Finsier, John Walters B O Martin, G Gom, at M Wison, Isdy and child, P A Aspanal, J B Hodges, A A Commenton, W O Wison, Mrs M Canerson, Y Halveston, G H A Ultuch, T G Williams, R S C Bonnell S W Lee, A Stircelf, W H Turner, De F P Dubles, George Chery, C P Veres, S P Dilliam and lady, L McHreans, and lady, L C Pokaman, J Hills, S Nitong, W Stong, J Kngatt, S Fugerth, D T Sarres, P Levy, D V Veres, S P Dilliam and lady, L McHreans, Mas A Leyman, Mas From Heisena—Jenny Lind, Mass Ahmanseon, Mas Leyman, Mass From Heisena—Jenny Lind, Mass Ahmanseon, Mass Leyman, Mass My M M Stares.

TRIBUNE MARINE JOURNAL.

FORT OF NEW YORK FER IS.

Shipp Switzerland, Ward, Valqaranso, E Bartlett, Silas Holmes-Berry, New Orleans, Win Nalseut, Chace, White, Charleston, H War-dle, Excelsior, Crocker, New Orleans, Metallion, Houdlette, New-Orleans, Nawith & Sons, Barks Envoy, McLean, Mobile; Mopang, Peterson, Cardenas, R C Rend

Harks Envoy, McLean, Monies, Mopang, Freisraon, Cardenias, P. Read.

Erige Triton (Dan) Dall, Charleston, Varsellen, Conant, Mobile, Engled Hearard Sectaments, Congdon, Zana iter, R. Green, Dorenton, Sanghed Hearard Sectaments, Congdon, Zana iter, R. Green, Dorenton, Cardenia, C. A., C. Durand.

Schooners Alonzo, Oliver, Newbern, Rio, Herrick, Jacksonville, Thompson & Hunter, Catherine, Collins, Philadelphia, H. Hudson, Thompson & Hunter, Catherine, Collins, Philadelphia, H. Hudson, Marson, Richmond, Mary Powell, Williams, Wilmington, Ann. M. Hutherson, Jones, Petersiany, Kosan h. Jones, Baltimore, Forest, King, Ransett, Havans, Delaware, Rhodes, Reverly, Mary Jane, Crammer, Plymouth, &cq. A. J. De Hossett, Heewster, Wilmington, W. H. Hatard, Sambeter, Margorda, Kimiy Johnson, Cole, Raltimore, Shopis Roger, Williams, Rhodes, Providence, Lady Fenwark, Wright, New Havan.

Mitchell.

Facket ship Havre, Mulford, Havre, Jan 4, miss and 26 passengers to M Livingston & Co. The H has experienced neary westerly gales the while passenge, has been it days to the westward of the Banks of Newboundard.

Ship Silas Greenman Spencer, Liverpool, Dec 19, miss and Sily passengers to Everit & Brown. The S G has been 25 days from longo to lon 30; lost sails and received other damage; had 4 deaths on the

passive.
U.Sciore ship Bellaf, Lieut B.J. Totteu, Rio Janeiro, 50 ds.
Steamship Pacific, Jarva, New Orleans, Feb 9. Has been running
between New Orleans and Chegres, and came on to this port for Berts Europa, (of Salem) Brown, Whampos, Oct 24, Batavia, Nov 26, teas, &c., to J H Williama. Brig Waises, Fowell, St Marks, 10 ds, cetton to Coe, Anderson & Co. Brig Suwannee, Perry, St Marke, Feb 6, cotton, &c., to Coe, Ander-

Spices
Sleep Isaac H Borden, Dunning, Fall River,
Sloop Wm H Bowen, Kinney, Providence. SAILEB- US Frigate St Lawrence, Capt Sands, for London, Also, ships Sdas Holines, Berry, for New Orleans; Chace, White, for Charleston.

WIND-At sunrice SW, meridian NW, sunset do. By Telegraph.

MORILE, Feb 13-Cld bark Harwood, Boston; brig Meliesa Ann, NORTHE, Pen P. C. C. Arr. barks Seia, and Vesta, Boston; brigs Au enr. an. and Excel, NYork.

Cld barks I edesco, and Savannab; brigs Zenobia, and sch Virginia, NYork; brig Clarles, Boston.

CHARLESTON, Feb 15—Arr brig Tybes, NYork; sch B H Corlies,

Nowa, herg Charles, Boston.

CHARLESTON, Yeb 15—Arr brig Tybes, NYork; sch B H Corlies,
Boston.

Seve ORLERANS, Feb 15—Arr ship Maid of Orleans, NYork. Chi
ship Southerner, NYork.

Ilth, arr ship Uniou, NYork. Cld ship Bay State, and bark F & P
Wendward, NYork.

BOSTON, Feb 18—Arr ship Magnolia, Cadir, Jan 12. Ship Marion
and Ilth for Boston.

Sche Geo Stattuck, and Eastern Light, Tangiert Howard and American Belle, NYork.

Bellew, hos Zdyhulle, in Liverpool via St Thomas.

FONTIARPD, Feb 17—Arr brigs Alconose, Matancas, Edwin, 5t
Marys: etha May Flower, Matancas, Light Foot, and Diaky Sally,
Nestolky June, and Utics, NYork.

Ship Savory, Liverpool Dee 18. Signalized Feb 4, lat 29 17, log 35
is, a bark stee ing E, showing agrad, blue ground and whitediamnood,
in which was letter W, 8th, lat 29 215, kin 54 42, a bark steering SE,
showing blue sugnal with whote ball.

Earr's Franchis, Trindad Jun 31, Swan, NOclean's Jan 28, Charles
Welliam, Monlie, Justice Story, Baltimores sche Pavilion, Minestle,
Lucs Baker, and Telegraph, Tangiery Mary Patterson, Philad.

Edwin Strankis, Trindad Jun 31, Swan, NOclean's Jan 28, Charles
Welliam, Monlie, Justice Story, Baltimores, sche Pavilion, Minestle,
Lucs Baker, and Telegraph, Tangiery Mary Patterson, Philad.

Edwin Strankis, Trindad Jun 31, Swan, Noclean's Martha, Washington,
Syary Fiorizs, Traudid, Harver, Richmond's C Appleton, and
Compiance NYork bark Sarah S Hile, Matancas.

NEW BURFFORT, Feb 17—318 S Juseph, Pallad.

SALEM Feb 18—Arr 5th, brig Niggara, Cardenas

HOLMESS HOLE, Feb 17—318 S Juseph, Pallad.

SALEM Feb 18—Arr 5th, brig Niggara, Cardenas

HOLMESS HOLE, Feb 17—318 S Juseph, Pallad.

SALEM Feb 18—Arr 5th, brig Niggara, Cardenas

HOLMESS HOLE, Feb 14—Arr 5th, Stripe, Bellmore to Roston for

Nyora, Elevalish, Prymouth, for der 16th, Eastern Light, Tangier

for Boston, 17th, & Bannbra, and Empires. Bellmore to Roston for

Nyora, Elevalish, Prymouth, for der 16th, Eastern Light, Tangier

for Boston, 17th, & Bannbra, and Empires.

sch Mary Clark, Richmond.

NEW BEDFORD, Pab 17-Cid stop Pacific, Pacific.

FRUITADELPHIA, Feb.17—Cid stop Pacific, Pacific

[Fruit our Correspondent]

FHILADELPHIA, Feb.18—Jervind—Bark Tremost, Sears, B atom burg Fesri Atams, do: Choopee. Clifford, do; scha Virginia, Lowie, Full Rhiver, Gestige, Myser, St. Mary, Var. Jervime, Willard, N to at Buena Vista, Fotter, did Jas Faded Hoover, Norfolk, Var. Cheurar—Baris Plato, Carroll, Fortio Roco, Nastine, Mortmer, Cheurar—Baris Plato, Carroll, Fortio Roco, Nastine, Mortmer, Chew Orleans, Rainbow, Lousard, H. vanan brigs, Gleveniand, Farrer, Imitad de Cobar Carlaino, Flowers, Willington Del; Victoria, (dr. Tritt, Hallist, S. S. Scholmes Walter, Marshama, Bahis, S. S. Scholmes Tritt, Hallist, New Jones Walter, Marshama, Cheiki, J. W. Swallene Singli, Newl. Sew. Saven, Santes King, Norfolk, J. W. Swall, Turvessind, Mchile, via Key West, Jerone, Willard, Brooklyn; Buson Jata, Fotter, Greenport, L. J. Jas Fifield, Hoover, Deep Creek; stim Peroduccot, Clark, New York.

Disassiers, &c.

Loss or Sau Marria Sassan—Dr. L. Larimore, one of the passengers on tor glartia Surger, before reported lost gives the following: "The Martin Sarger, theore reported lost gives the following: "The Martin Sarger, Robinson, lett Key West for Chagres on Westbesday, January 1,1801, with about 80 passengers, bound for the port of New Orleans. Late 90, Ph. 40 7th Jan, ran above on a reef hawm as Quittainenc, in Carrison Sas, say 300 mi es from Chagres, of miles from Storagus, the control of the passengers of the miles from Sarama, Reef. The conduct of Capt R, before and after running ashors, appeared very assiptions in the passengers. During the passengers, that if they did not remain quot he would place them in a possion that they would not he y and also, the afternoon previous to his going ashors, he informed many of the passengers that would be the most damperous night that they would have for six weeks to come. No watch was about and there appeared to he as beed in regard to at bening the vessel during said might. Previous to his leaving the port of Chagres he dispressed of a fine year boat belonging to the brig, for an old polly heat that he himself was alread to go on, and \$0 of the call-the also compassing the 20 of ve, to have, which we had to make up amongst as or resume. 50 of our passengers had previously left in the brig has obstored. This was alterwards polished by some one, of chelling, &r. We had all paid our passengers that previously left in the brig her, alleaded. The was alterwards polished by some one, of chelling, &r. We had all paid our passengers that previously left in the brig her, alleaded. The was alterwards polished by some one, of chelling, &r. We had all paid our passengers and the passengers had previously left in the brig her, alleaded. The was alterwards golished by some one, of chelling, &r. We had all paid our passengers and the seventies of the call the control for the passengers.

17th and docked on the 20th—how making the run from Sandy Mook to discuss to the 18th to the country of the 18th to 18th to 18th to one of the 18th to 18th to

Oct 1, let 11 N, lon 27 W, ship Ocean (Josep, to the Style California.

No date, let, &c, ship Anglo, Nicholson, from (Ang 22) for San Francisco—180 days out. (The A are at Valparaiso Nov 49.)
Jan 13, let 40, lon 12, Br ship Alexate, from London for California.
Jan 20, let 10 23, lon 35 50, ship Arab, Thurston, im Boston (Dec 17) for California—all well.

Oct 1, let 28 N, lon 36 40 W, bark Gen Wool, Rack, fm Baltimore (Capas Sept 8) for San Francisco.

Dac 23, let 55 38 S, lon 61 50 W, ship Josiah Quincy, Endicott, from Boston (Sept 23) for San Francisco.

Florida.
Feb 17, V AM, S miles south of Hatteras, passed a schooper showing white signal, blue border, red letter S in it.
Jan 13, ia 25 S, lon 30 35 W, ship Thomas Thompson, 44 days from Liverpool, bound East.
Nov 17, lat 43 S, lon 43 W, ship Edward Everett, from Callao for Section 17, lat 43 S, lon 43 W, ship Edward Everett, from Callao for Section 17, lat 43 S, lon 43 W, ship Edward Everett, from Callao for

cesten.

Dec 21, off Tuskar, ship Cornella, fm Liverpool for New York.

Jan 7, lat 30, too 34, bark Allan Brown, fm fmilford for Boston.

Jan 14, lat 46, lon 30, ship Yettoria, fm Lendon, of and for NYork.

Jan 18, lat 60, lon 317, ship Lady Franklin, Yeston fm Liverpool for Jan 16, lat 60, lon 17, snip 1807 New York Oct 17, lat 31 S, lon 21, ship Warwick, fm Callao for Philadelphia. Dec 16, lat 4 50 N, lon 34, bark George & Henry, Coffin, fm Balti

Dec 107 Talcabuans.

Jan 18, off the Galloper, Elies, Troutman, fm Bremen for NYork.

Feb 10, lat 39 38, lon 71 30, brig Augusta, Im Boston for Wilmin. ton, NC,

Jan 92, of Pernambuco, was seen a lirke American ship, showin
white swallow tail flag with res ball in centre, laying off and on.

Dec 97, lat 47 88 5, bon 80 98, bark Fairy Queen, (of Dartmouth
Eng.) last from New Zealad, with troops for

Jan 30, of Sand Key, ship Reciprocity, from New York for New
Orleans.

Whalers.

A letter from Capt Edradge, of ship City, of N Bedford, reports ser. Nov 30, lat 13.15 S, lon-36 W, all well, clean.

Ship Sise, of Mew Bedford, has been purchased at Dartmouth, to be continued in the Atlantic whale fishery, under command of Capt Paker, late of the Gov Hopsins, of Dartmouth.

Arr at New London, Fee 15, ship Jedian Chief, Sailey, fm Sandwich Islandsand Farrambooc, with 3,160 bils wh, 75 sp oil and 18,000 libs bone; sent home 28,000 libs bone.

Arr at Taramin Cove. Fee 16, ship James Alber, Smith, North Pacinc Ocean, with a full curge, 3,000 bils win, 100 do ap off, and 2000 libs bone; sold 100 bils oil and shipped home 37,000 libs bone on the yopage.

name, and 100 this oil and shipped hume 37,000 file hone on the voyage.

Al Pernambuco, Jan El, ship Canton, Taler, N Bedford, just are 1200 wh, 400 ap, for hume in the course of a week

Are at St Thomas, Jan El, ship Chas Allatrum, Snow, Cape Verds, and cid 28th on a wheling craise.

Bailed fin Point de Galle, Ceylon, Nov 20, Maria, Mooers, NB, on a Sailed fm Beverly, 13th, brig Gem, Dyer, North Atlantic.

Sailed in Beverly, 13th, brig Gem, Dyer, North Atlantic.

Foreign Ports.
Advertised at Liverpool, Europa (*) Lott, for Boston 15th; Eva, Philiprock, do 5th, Bevers, Howes, do 10th; Balbie, (*) Comstock, for New York for St. St., Ann., (*) Judkins, do March 1st. Montecums, De Coursy: Philiprock, etc., (*) Judkins, do March 1st. Montecums, De Coursy: Philiprock, Hort, In do 1st. Inst. Josephine. Bronholm, do 2d; West Popit, Allien do 3d; Eira Ann., Smith, do 4th; Queen of the Vest, Balbert, do 6th, Castlian, Graves, do 4d; E. Hartsborne, do 3th, Elward O'Brism, Creephton, do 19th; Forest King, Hathorn, do 4th, Francisco, Chingman, do 4d; Hory Cay, Francisco, Hortham, do 4th, Gollomia, Breyer, do 16th; China, Attringe, do 20th; Sandensky, Borland, Empre St., Researd, and Carrelate, Robertson, do with departch; Le chibio, Bryd, do do; Washington, Page, do do; Shenandosh, Decan, for Philadelphia, and Carrelate, Robertson, do with departch; Le chibio, Bryd, do do; Washington, Page, do do; Shenandosh, Decan, for Philadelphia, and Carrelate, Robertson, do with departch; Le chibio, Bryd, do do; Washington, Page, do do; Shenandosh, Decan, for Philadelphia, and Carrelate, Robertson, Washington, School, and Philadelphia, do 2th; George Washington, Bery, do with dispatch, John Barbara, America, 10r Charleston 1th; Kapress, Whitty do with departable, Othia, Irwin, for New Pricana 1st; Ferocepers, Grant, do dish than Queen, School, and Wim Pattee, Theobald, do 7th; Cato, At day, and Jac 16 bort, Jac Smith, Lovett, in Marseller, arr 7th for Boston 18th; only Am vessel. Suided 1th, Prus bry Koug Ernet August, Goods haik, Boston.

At Maria, Jan 14, buy Joseph Balch, Gorinam, Im Wilmington, N.C., Arr jeth, to load for Boston. Std 18th, bry Avan, Webb, Source, Ann. Ann., A. Kassin, Jan 14, buy Marsell, Suided 1th, Prus bry Koug Ernet August, Goods haik, Boston.

At Maria, Jan 14, buy Millam, Fullerton, im Bath, and sld sem et als for Mercan 11, bark William, Fullerton, im Bath, and Jaken et also Milladelphia.

At Caglindelphia

At Osbor, Jun 25, asip Proposite, Baratow, for Bullarra, Cony Avasel.

At Marseilles, Jun 27, bark A G Hill, Cortis, fin Wilmington, MC, arr 91st, to load for Boeton. Sid 16th, ship Alexander, Sanford, New York: beigs Kolus Moors, Falermon 94th, Primas, (Sic) Boeton. At Go, asme date, ship Francis Whitney, Silver dag.

At Malses, Jan 21, bark E A Knowman, Hill, for New York, Mg: brage Carolines. Neef for U States, Mg. Sanled 12th, brigs Sanlago, Bargess, New-Fork; 17th, bark Mary Dale, Lelar, Philadelphia, Siat, Dirg Otton an, Ray, Boeton.

At Gibraltar, Jan 21, abin Gondola, Foncer, Im Malaga, arr 19th, for

As Co. Salve fish, Delicher, Love (for Palerina, are 13th fee Basen. Wind on the Elst Weet, fresh.

As Codes, Jan 12 bark Robert, Beauchaup, for Havre for Rottes
in 5 days.

At Havre, Jan 13, bark Robert, Beauchaup, for Havre for Rottes
in 5 days.

At Havre, Jan 10, him Maranna, for Ne "portio load for NOriese
At Havre, Jan 10, him to him 8 complianted, (Datch) for Rosson ready
at Bratist, Jan 11, him to him 5 Complianted, for Avors, Mg.
At Elvernood, 1st inst, slip Farshmann, Taylor, for Newport to hes
for New Orleans.

At Carell, Jan 11, thire Josephan, Day, and Nath Thompsen,
Marphy, for Noriesen Rog, Eli Whiten, Freeman for Salvanash, in
Tombert, Nor for Rotten da, William Molasworth, Henderson, in
Tombert, Nor for Rotten da, William Molasworth, Henderson, in
New York ath mat Answer is, (Nov.) for Roston many heris Americ
Can, do don Polgram for do 30 days, brig Lydin, Tana, do 301,
At Core, Jan 30, slop Equator, Ewer, for Roston betas desired,

Aster, for for mone.

At Cork Ju S., shop Equative, Ewer, for Boston Istinaty Jesson, Haven, for Asson.

Haven, for Asson.

Haven, for Asson.

Haven, for Asson Statement Ohm, Schenck, Syeri, &c. Cale done, Casin Congress, by Charleston: 2d. attenues theony, Y. Fostor, Chargree, by Swanshi, Strates, Margyo, Liergood, sehe Printer, Chargree, by Swanshi, Strates, Margyo, Liergood, sehe Printer, Gargere, by Swanshi, Wanshi, Good manson. Charles to Fakir, Darkeper, Sayannah, Wanshi, Good manson. Charles to Fakir, Darkeper, Sayannah, Wanshi, Fakir, Good, Shanshi, Sakannar Georga Porter, Nicot. Art 5th, brig Patrict, Goge, Brainl, Sid steamer Ohn, Schenck, Charges, Arroth, brig Lubes, Swansen, Hamborg, Sid ship Perik, Ask Cockets.

At San Juan, File 4, element Pampero, Hunter, from New York, unc, bark Designate, from New York.

Domestic Ports.

ALEXANDRIA, Feb 16—Arr sch Mary Emeline, Roe, Charles and Laguyra, ship American, Samoers, Norienan, sch Miltion, Mashall, Nassau, NP, Garband McIntree, Gloticester, H. W. Gaulty, Story, New-London, Cild, Gen Travier, Gloticester, H. W. Gaulty, Story, New-London, Cild, Gen Travier, About, Charleston, Flaggraph, Dickinson, Savannah, Gen Irvin, Whorf, Widnington, NC, Mara Wyckof, NYork, Splemeld, Rinnall, dol; R. F. Hana, Thomsson, Hartford and Plymouth. NC; John Emory, Wood, Alexandria, Roiston, Savannah, Gen Irvin, Whorf, Lukeri Massau, Nick, Fortland, May Invest, Lambert, Massau, Hartford and Plymouth. NC; John Emory, Wood, Alexandria, Roiston, Fortland, May Invest, Lambert, Massaudi, Tara, Bath, Heisen, Kiby, Fortland, May Invest, Lambert, Massaudi, Tara, Bath, Heisen, Kiby, Fortland, May Invest, Lambert, Massaudi, Tara, Bath, Heisen, Kiby, Fortland, May Invest, Lambert, Massaudi, Tara, Indiad. Chi ahip Columbian, Marsau, Matenas, Sarka Jian Drown, (Br) Harris, St.J. Ino, N. B., Yuba, Kawaid Lincola, Wacasset, to lond for Coles Walasega, Smith Galveston, Sau, Creaty, Faliadelphin sche Jessamine (Br) Weils, Lendon; Kdna C. Kaller, Baltmore, Berry, Woodsan, do. S. et shi, Columbian, barra Naulini, Lysauder, Girard; brg. Aerial. Bark Heisen Maria, begg Harbinger, and Tropicus, and Sche Sunbeam, and J. W. Dodge, saled Sauday, Smith Galveston, Sau, Creaty, Faliadelphin sche Jessamine, (Br) Weils, Lendon; Kdna C. Kaller, Fali. River, Fab. 17—Arr 12th, slong Jia Gorham, Babcock, NYork.

GALVESTON, Feb 3—Arr Jan 22, brg Canopor, (Brean) Busedman, Bennen, (and eld 28th for Trindad on Cubul, 38th, org Billow, Colours, Saston, Stih, hrg. Chectaw, Filtner, Savy Bay. Col 28 Abin Ostophen F Austin, Moss, New-York, 20th, bark W. M. Harria, Hallatt, NYork.

GEORGETOWN, SC, Feb 12—Arr Jan 24, R. H. Gamble, Hosmer, H. Marka, Landot, M. Straws, St. San, Stephen F. Austin, Moss, New-York, John, Shark, Landon, NYork, Landon, Miller, St. Harbaran, Bound to Backaville, Sch. Vandalle, Feb 1 for St. Marka, Sh. Sh. by

SALEM, Feb 15—Arr bark Wyman, Harrington, Rus Grande De 30. Cld ship Winnegstoe, Sine, West Guast of African invertibles, Groves, Rai mar. Toll, sid ship Winnegstoe, West Goast Africa SAYANNAH, Feb, 33—Arr, Br bark Winnegstoe, West Goast Africa SAYANNAH, Feb, 33—Arr, Br bark Winnegstoe, Carson, Vangha, St John, (NI). harka Seish, Atkan, Sisato Gebrat, Ross, Gangha, Feb, American, Ross, New York; Homestoe, Vesta, Finn, do. Eng American, Ross, New York; Homestoe, Dubell, Baltimore, Schr Mora, Cotter, Balfat, Mel, Alexaniter, Dubell, Baltimore, Schr Mora, Cotter, Balfat, Mel, Alexaniter, Pandall, Bostom, Casa A. Greiner, Peterson, Philad, Martha, Teel, Rudhannot, Val., Balor, Ship Ediabeth, of Bath. Tedesco., Window, New Yore; hig Chaffet, Rudhardson, Boston; beig Zenobis, Carleton, N Y, ech Vergein, Hobert, do.

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by Professor Barlow. The rooms occupied by this School,
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till 2 o'clock, commencing with September, and closing
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Stationary, &c. payable semi-annually, in advance. No
pupils can be received for a less period than to the ed of
the academic year; and no deduction can be made for desence. JAMES H. TYNG, A. M. Principal. 181 [w]

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187 3t*

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BOARD IN A FRENCH Family.—
The house is pleasantly situated. Gas, baths. 175
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BOARD—A Gentleman and his wife can be accommodated with a parlor and bed-room at the first floor; also, two or three slogle gentlemen will find pleasant apartments on application at 41 Warrens. Terminoderate. DURKEE HOUSE, at Kenosha, (late Southport, Wis.)—The subscriber (formerly of the Pearl-at House, New-York City) would respectfully sonounce to the traveling public that he has leased the short-named house for a term of years and would be happy is receive calls from those who will favor him with their paronage. The house is too well known to need a description.

Kencaha, Jan. 7, 1861.

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